









## THE "HAMBURG."

A NEW LINER.

The new mail steamer *Hamburg*, which arrived here yesterday afternoon, is a very grand looking vessel, recently built at the Vulcan Works at Stettin, and is a sister-ship to the N. D. L. steamers *König Albert*, *Prinzess Alice*, and *Albatross*. All these four steamers have been built in the same yard. The *Hamburg* has a length of 320 ft., a breadth of 60 ft., and a depth of 22 ft. They are of a registered tonnage of 10,000 tons, and have a displacement of 12,000 tons on a draft of 28 ft., while the D. W. capacity is nearly 10,000. The steamers are built of steel throughout, and are fitted with the latest safety appliances and technical improvements. The arrangements and fittings in the cabins ought to satisfy even people of the most luxurious taste, and special care is taken to make passengers travelling in the tropics as comfortable as possible. The steamers have accommodation for 200 first class and 100 second class passengers, as also for a great number of 3rd class passengers. Special care has been taken that each cabin gets as much light and air as possible. Two promenade decks, one above the other, increase the comfort of the 1st class passengers. The saloons are fitted in the most stylish and artistic manner. The 2nd class accommodation is in the poop, and many cabins as possible have been fitted for only two persons. Special attention has been paid to the 3rd class accommodation, which consists of rooms for a couple of persons. These rooms are fitted with all comforts. The machinery of the ship consists of two quadruple expansion engines, which are balanced after Schlick's system, to avoid vibration. The ship has a speed of 16 to 17 knots. The crew consists of 200.

## THE PLAGUE.

Cases reported to 1st instant	117
Do. do. during past 24 hours	3
Total	120
Deaths reported to 1st instant	100
Do. do. during past 24 hours	3
Total	103

## THE PUNJON CONCESSION.

After a period of enforced inactivity at the Punjon mines, extending since December last, when the embankment of the reservoir, which used to supply water power to the mill, was carried away by last year's floods, says the *Bahang* Correspondent of the *Strait Times*, ten head of stamps were, a few days ago, started by Mr. Hume, the District Officer, who happened to be on a visit to Pangkong at the time. Pending the completion of repairs to the dam, which are now in hand, the mill is being worked by steam power. Altogether there are 25 head of stamps at Punjon, and it is hoped that they will all be at work shortly. In the meantime, the head battery is crushing experimental ores which Mr. Kerfoot Hughes, the manager, has obtained from prospecting areas at Bataung Kladi, South Jala, and one or two other hitherto untouched localities. The company has just shipped to Singapore by the river route a parcel containing over 5 tons of concentrates for treatment in Europe. These vary in value considerably according to the percentage of gold contained in each consignment. Punjon is the only mine in Pahang which exports gold concentrates. I am informed that the present manager does not intend to continue operations at Tangkong, about the possibilities of which, place much was thought during the time of Mr. L. L. Bailey. Exclusive of the manager, the European staff of the Punjon concession now consists of seven members, and I believe the Asiatic labour force is much smaller than formerly. The company has a lease for 30 square miles of land, and, according to its labour clause, 3,000 mining labourers, or their equivalent in machinery and local supervision, must be continuously employed to enable the company to hold this large area. For the computation of its labour force, if the above number of coolies is not actually employed, every sum of \$100 spent per annum on local supervision is reckoned as the working value of an Asiatic labourer, and every horse-power of machinery employed at the mines is taken as equivalent to 25 labourers.

## HUGHES' BAIL.

In this case, as stated in my last letter, the District Magistrate gave judgment in favour of plaintiff for a sum of \$300 and costs. Yesterday, 15th April, Mr. Hughes came down from Punjon, swore out an affidavit, and applied for and obtained a warrant of arrest against Mr. Seth Bailey, on the ground that the latter was just about to leave the State, by the river route, without satisfying the judgment of the court. In support of his assertion that defendant was leaving Pahang "for good," Mr. Hughes produced, among other witnesses, a copy of the *Strait Times*, where the Annual Register of which showed that Mr. Bailey's passage had already been booked. The warrant was duly executed and Mr. Bailey, who immediately came up from Keohau, was detained at the house of the Assistant Commissioner of Police for a few hours. Later in the day, another gentleman, it appears, stood security for the payment of the sum due, and Mr. Bailey was accordingly released from custody.

## BROADWOOD'S AMBUSCADE.

THE BRITISH CONVOY SURPRISED.

HEAVY CARNAGE.

HEROIC STRUGGLE.

BOERS KEPT AT BAY.

A MAGNIFICENT MARCH.

PROTRACTED FIGHTING.

LONDON, April 2nd.  
The Boers, totalling about 8,000, were cleverly concealed near the banks of Kooru Spruit, a deep watercourse or small river, which the British were compelled to cross on their way to Bloemfontein. Into this ambushade the British convoy, together with a number of field-guns, marched. They were unaware of the presence of the enemy until both the wagons and the guns were well into a drift or ford of the spruit, when the Boers opened fire on them from both sides. The drivers and the horses attached to the wagons were shot down at the first volley, which was fired at very close range. The British were too unprepared to offer effective resistance, and were soon captured. The whole of the baggage attached to the convoy together with seven guns, fell into the hands of the enemy.  
The British lost 150 men killed or wounded, and about 200 who were made prisoners.  
Lord Roberts, in a cable message to the War Office, has explained that Colonel R. G. Broadwood's force, consisting of the 10th Hussars and the composite regiment of Household Cavalry, horse, artillery, and

Colonel Pelcher's mounted infantry, were encamped on Saturday morning at the Bloemfontein waterworks, which are situated south of the Modder River. The enemy who were in the vicinity, at daybreak began to shell the British camp from three sides. Colonel Broadwood then sent a body of cavalry, with two batteries of artillery, towards Bloemfontein. The ill-fated spruit, in which the disaster to this force occurred, is two miles from the waterworks. When a portion of the guns had been captured, the remainder galloped away, a troop of Robert's Horse, a Cape Irregular regiment, covering the retreat, and suffering heavily while doing so from a fierce fire of shells and Mauser bullets.

Meanwhile the remainder of Colonel Broadwood's small column were in imminent danger of being surrounded and either captured or annihilated. Luckily, Lieutenant R. Chester Master and some Rimington Guides found a crossing in the spruit which the enemy had overlooked, and the troops went over the drift and reformed with great steadiness on the other side.

In a later message Lord Roberts mentions that a report had reached him to the effect that the enemy, on being attacked by the British force under General's French and Colville, had retired towards Ladybrand, leaving behind them at the Bloemfontein waterworks twelve wounded British officers and seven wounded rank and file.

Various accounts of the disaster to Colonel Broadwood's division are published in the London newspapers to-day. They generally agree in stating that General Olivier—the Boer Commandant, who recently retreated before the advance of General French's cavalry—on finding that he was not pursued beyond Ladybrand, and that General French had returned with his main force to Bloemfontein, determined to move a large body of burghers outward again, in order to terrorize the Free Staters who had recently submitted to England, and at the same time to harass, and if possible, isolate and destroy Colonel Broadwood's mounted force, who had been left as a sort of garrison at Thabanchu. To better accomplish these objects, General Olivier dispatched portions of his rear guard from the vicinity of Wilmburg to Ladybrand to co-operate with the Boers already in that district. The movements were executed with secrecy and rapidity, and Colonel Broadwood had very little time in which to decide to retire to Bloemfontein. His movement was hampered by the transport of baggage in eighty wagons, and consequently the enemy were able to get ahead of his force.

A German-American military expert named Reichmann is said to have organized the ambush at Kooru Spruit. The Boers occupied the river-bank in the darkness of the night, and on Saturday morning allowed the British convoy with the guns to plunge into a steep danga, where they were surrounded by many hundreds of invisible riflemen and machine-guns.

So perfectly were the enemy hidden, that the British scouts, followed by the two batteries of Royal Horse Artillery and the transport wagons, entered the spruit without suspicion of the terrible peril ahead. The Boers poured out their murderous fire from three different places, consisting of a stone enclosure, a knoll, and double tier of natural entrenchments, the last mentioned being directly in front of the advancing British.

The U. Battery of Horse Artillery, which was commanded by Major P. B. Taylor, lost seven of their guns, the horses being killed and the drivers slain or wounded at their posts. The rescue of the battery's eighth gun was due to the coolness of Sergeant-Major Martin, who galloped away to warn Major E. J. Phipps-Hornby, commander of Q Battery, against falling into the snare.

Detachments of Rimington's Guides, Robert's Horse, Burmese Mounted Infantry, and New Zealand Mounted Infantry all fell into the ambush, and suffered severely. As soon as they realised the desperate position into which they had got, the British rallied, and made a gallant effort to secure a way of retreat. The Boers, believing that Colonel Broadwood's entire force would become their prey, challenged the Q Battery to surrender. Major Phipps-Hornby, however, was in no mood to make terms with the foe, and under cover of the fire of the mounted infantry his drivers saved their guns.

Colonel Broadwood, having collected his shattered forces, struggled heroically against what looked like certain destruction. After a time his troops got over the crossing which had been discovered near the waterworks by Lieutenant Chester Master. The Boers followed them with a terrific fire, but the British much-desired cover. Here Robert's Horse and the New Zealanders kept the enemy at bay for several hours, under a heavy fire at 1,000 yards range, until relief arrived.

Assistance came in the form of a body of troops led by General Sir H. E. Colville, who, on learning of the disaster which had occurred, made a magnificent night march of eighteen miles to render help to Broadwood's hard-pressed force. The beleaguered artillery and mounted infantry were promptly extricated; and Colville's cavalry, with General Hector Macdonald's Highland Brigade, in spite of their long and arduous march, made a brilliant attack upon the Boer positions, which were carried by a turning movement.

The Boers were compelled to retreat to a distant laager on the further side of Kooru Spruit. Col. Broadwood states that immediately after the disaster at the spruit the enemy were seen transferring the convoy of wagons to their rear.

At Kooru Spruit Rimington's Scouts and Robert's Horse rode right into the midst of the Boers, who, shouting out, "You need go no further; you are all prisoners," immediately opened fire upon them. The noise of the rifle fire made the transport horses stampede, and their Kaffir drivers became panic-stricken. The cavalry wheeled round, and retired at a gallop. The Duke of Teck—better known as Prince Adolphus of Teck, he having only recently succeeded his father—was in charge of the convoy, but was among those who escaped. The newspapers sharply criticise the absence of proper precautions and the deficient scouting.

Lord Roberts attributes the delay in receiving details in regard to the reverse at Kooru Spruit to interruptions on the telegraph line, and to cloudy weather preventing signalling.

In his report, Lord Roberts gives further details of the engagement, to the following effect:—Lieutenant Walsh, a Tasmanian officer, attached to Q battery of horse artillery, was severely wounded in the right arm.  
The battery was four hours under a cross fire at 1,200 yards range. The officers served the guns as the casualties kept reducing the detachment. Several gallant attempts were made to rescue two of the guns, but they failed, owing to the horses being continuously shot by the Boers.

U Battery was suddenly surrounded, and lost five of its guns, and had all its officers and men taken prisoners, except two, without a shot being fired. Lord Roberts adds that since last reporting there has been no further engagement, though his forces are continuously in touch with the enemy.  
Three officers were killed at Kooru Spruit, 14 were wounded, and three are missing.

Further details have been received of the Kooru Spruit reverse. A couple of unarmed Boers loitered near the drift as a bait to the convey. After their capture the five guns were withdrawn by the enemy. The shell fire of the unconquered guns steadily drove the enemy to a low ridge. The Boers, however, were reinforced and resumed the offensive, pursuing the troops for miles, killing, wounding, and capturing them in their flight.

A squadron of the 6th Dragoons, which before the engagement numbered 140, afterwards only mustered ten. The captured guns were removed before the arrival of Colonel Colville with reinforcements from Bloemfontein. Colonel Colville did not pursue, because the enemy held a long range of kopjes covering the roads north-eastward. The enemy still hold the Bloemfontein waterworks, which occupy a strong position on the right bank of the Modder River.

It is estimated that the Boer force is from 10,000 to 15,000 strong. On Saturday it used Creutz long range guns. The number of guns which the Boers brought into action on Saturday was larger than they have used at any recent engagement. Explosive bullets belonging to the enemy have been found. A large body of Boers is moving south-west of Bloemfontein in the direction of the railway line. The British infantry have been withdrawn to within eight miles of Bloemfontein.

The English newspapers are despondent at the turn affairs have taken. They consider that the renewal of vitality among the Northern Free Staters is calculated to modify the minor details of Lord Roberts' plan of campaign. They are unanimous that the first duty is to free the flanks of Lord Roberts' army and to assure the safety of its lines of communication. Many foreigners, including Blake's Irish Brigade, participated in the ambush at Kooru Spruit.

## WAR NEWS BY WIRE.

At Wepener.

LONDON, April 1st.  
A large commando, mainly composed of burghers who have submitted, has left Smithfield for Wepener. Two thousand Boers and five guns are already round Wepener, which is practically isolated but fully provisioned and splendidly entrenched. Outpost firing there has already begun.

Reuter wires from Aliwal North to-day that three Boer commandos, with Vickers-Maxims and other guns, are attacking Wepener. Severe fighting went on all day yesterday, and the enemy attacked. Casualties on both sides are considerable. Renewed heavy fighting took place this morning, but the result is not known. The British force invested at Wepener, an important town on the Basutoland frontier, twenty-five miles from Dewetsdorp, on the railway to Bloemfontein, consists of General Buller's Colonials under command of Major Dalgety, late of the 7th Hussars.

Details are being published of conversations with Colonel Albrecht, who was captured with General Cronje's force. He scoffs at the British cavalry, which affects to hide in bushes while its lances are sticking in the air. He boasts of twice leaving guns in a danga under our cavalry's nose. On the other hand he declares our infantry finer even than Germany's, advancing where none else in the world would advance. They are admirable till they are mounted, when they are over-occupied in holding their hats on.

The Russian attaché with General Buller reports to St. Petersburg that our cavalry is absolutely fearless. He devotes three sheets to eulogising our infantry and their supreme contempt of danger. The Czar has ordered the document to be communicated to Her Majesty the Queen. Six transports, with 80 officers, 1,600 men, and 1,200 remounts, have arrived at Cape Town. Mr. Wyndham, in the House of Commons, states that the Boer prisoners number 3,000, and the British missing 3,466.

Lord Roberts has reviewed Lumsden's Horse, which arrived at Bloemfontein in the pink of condition and made a very favourable impression. The Commander-in-Chief, addressing the Corps, said it was composed of the class of men most required for the kind of warfare which the Boers waged, and that he had specially telegraphed to the Government of India for them. The men are in high spirits, and anxious to win their spurs and vindicate the high opinion held by Lord Roberts.

Reuter reports wholesale tribal murders in Swaziland, and general unrest. The Boers at Beersdorp are offering rewards for permission to pass through, armed, to Lebombo, the detached territory between Swaziland and Portuguese East Africa.

Burnham, the American scout, has been twice captured and has escaped.

The enemy in the Kooru Spruit affair, the water works ambush, belonged to Lemmer's force, and numbered 8,000.  
Lord Methuen is temporarily encamped ten miles east of Boshof. The Yeomanry reconnoitred further to the eastward on Monday, and encountered a small commando which fled.

A Standard telegram from Durban, dated the 10th instant, says that two regiments from the front sail for the Cape to-day, and others follow. General Hart is accompanying them.  
The *Times* correspondent at Lourenço Marques states he has learnt from trustworthy refugees who have just arrived, that the Boers recently received some thirty pieces of artillery, a portion of which is of considerable calibre. Most of these guns were smuggled into the Transvaal overland, having been landed at a West African port, probably Angra Pequena, from German steamers as machinery. Several of these guns form part of the artillery equipment of the Boer Army which is preparing to oppose the advance of General Buller into the Transvaal.

The famous amateur cricketer, Milbain, who distinguished himself for Yorkshire and held a commission in the Rhodesian Protectorate Regiment, was severely wounded in Plumer's engagement at Ramathlabama, and afterwards fell into the hands of the Boers, and is held a prisoner.

## At Boshof.

News of the Boshof affair are more clear, but scarcely make up for the reverse at Reddersburg. Lord Methuen had three companies of Imperial Yeomanry, a Brigade under Lord Chesham, three squadrons of the Kimberley Light Horse under Colonel Peakman, besides the 4th Field Battery. Colonel Villabois Mareuil, with two guns, which were eventually captured, had occupied the Jacobdorp Road. The British flanked and raked the enemy, creeping forward and scaling the kopjes steadily for four hours, and finally carrying the position with the bayonet. The enemy were mainly foreigners. None escaping. One hoisted a flag of truce, immediately thereafter shooting Captain Boyle, of the Oxfordshires. The murderer was promptly shot.

Mr. Bennett Burleigh, in a telegram to the *Daily Telegraph* reports that 16,000 Boers were moving south from Thabanchu, and are again commandeering farmers and others, who are nervous and demand British protection. The enemy are staking everything in order to hold the Ladybrand-Thabanchu line, because of the admirable pasturage, and they base great hopes also on the Kroonstad position. Small

bodies are circling everywhere around Bloemfontein.

Lord Roberts has warmly complimented Lumsden's Horse for the loyalty shown, and said Lumsden's Horse was composed of just the men he required. His and General White's messages of condolence to Mrs. Joubert have had favourable influence in Pretoria.

Captain Reichmann, who organised the Kooru Spruit ambushade, is a notorious German who fought for twelve years in the American Army, and in Indian campaigns; and joined the Transvaal Army previous to the Jameson Raid. At the beginning of the war he was promoted. The authorities at Washington declare they are unable to identify him with the American attaché of the same name, from whom nothing has been heard recently. Inquiries are proceeding.

A despatch from Lord Roberts, dated Bloemfontein the 10th instant, reports that the enemy has been very active during the past few days. One commando is north of the Orange River, near Aliwal North, and another is attacking Wepener, the garrison of which is holding out bravely. They inflicted serious loss on the Boers yesterday. Troops are being moved up rapidly.

A Reuter's telegram, dated Aliwal North the 10th instant, in the evening, reports that the British loss yesterday at Wepener was eleven killed and forty-one wounded. Fighting was resumed to-day, the British holding their own well.

## In Natal.

April 12th.  
A Reuter's despatch from Ladysmith, dated the 10th instant, says that the Boers opened fire this morning, shelling the camp at Elands-laagte from three positions, but no damage was done. Our troops recommenced the enemy, who are in large force and strongly fortified.

General Buller reports that the enemy attacked his right flank yesterday, "while engaged in changing my position our artillery silenced their guns. Their attack was not pressed. Our losses were four killed and eight wounded."

Reuter wires from Elands-laagte on the 11th, that the Boers' position was disclosed yesterday, and extended for 15 miles. Slight skirmishing took place to-day. The Boers are believed to be concentrated on a kopje facing the British position.

Reuter wires from Ladysmith that the Boers unmasked six big guns and shelled all our camps. The Naval guns disabled one gun, and stopped the Boer attempts to outflank us.

A *Times* message from Bloemfontein says that it is announced in General Orders that General Chermide replaces General Gatacre, who "is ordered to England." The *Times* assumes that the Reddersburg affair finally decided Lord Roberts to remove General Gatacre. The *Times* while sympathising with General Gatacre as a brave and energetic officer, approves of the decision, and hopes it will exercise a salutary influence.

It is stated here that General Gatacre returns to England not because he has incurred Lord Roberts' displeasure, but owing to ill-health. The London papers unite in paying high tribute to his soldierly qualities.

Colonel Indigo Jones is appointed to command the Cavalry Brigade. Colonel Maxwell is appointed to the 14th and Colonel Knox to the 3rd Brigade, and Broderick-Craig, of the Indian Staff, to command Robert's Horse.

A Standard message from Durban, dated the 11th, states that General Hunter commands the brigade going hence to join Lord Roberts. Two more regiments embarked to-day. A Reuter's despatch from Durban dated 11th, says General Hunter has arrived, also a large number of troops who have embarked in transports, but their destination is unknown.

Reuter wiring from Carnarvon on the 11th says Colonel Persons and staff have arrived there and that the rebellion is now completely at an end.

A Reuter's despatch from Aliwal dated 11th says that Lord Kitchener arrived there to-day and heliographed a sympathetic message to Wepener. He left to-night. Heavy cannonading is going on at Wepener to-day, but the garrison is holding its own.

The garrison at Wepener consists of five hundred men with seven guns.

## Boer Ultimatum.

The Boer Governments have formally notified to Portugal that they will consider permission given for the passage of British troops through Heira tantamount to a hostile action. It is thought unlikely that the Boers will support their ultimatum with reprisals, but it is understood that Grant Britain will promptly assist Portugal if attacked. It is expected that Portugal will reply that she is only acting in accordance with treaties.

April 13th.  
The 14th Hussars have arrived at Bloemfontein from Natal.

A *Times* despatch from Bloemfontein states that Colonel Dalgety occupies a position outside Wepener, while the Boers hold the town. A despatch from Lord Roberts to-day says: "Enemy's movement south has been checked. Wepener is still surrounded, but the little garrison is holding out well, troops being moved to their assistance. The health of the troops is good and the climate perfect. General Chermide with the Third Division has arrived at Reddersburg from Bethany. Captain Dimsdale of the 14th Rifles has had 100 wounds. Lord Roberts has redistributed the Mounted Infantry Division, which will henceforth consist of two Brigades of four corps each, the whole under Brigadier-General Ian Hamilton, with Colonels Hutton and Ridley as Brigadiers. Of the 8th Corps, the Commanders are Colonels:—Alderson, Delisle, Pelcher, Henry Dawson (Staff Corps), Legge (two Hussars), Rainbridge (East Kents), and Ross (Durhams).

The *Times* correspondent at Bloemfontein says that the enemy generally is attempting to discover strategic openings, and he combats all the territory east of the railway. Their numbers may be estimated at anything up to 6,000; but hitherto small parties have only come into contact with the British. Their objects are mainly interruption of railway and re-employment of farmers.  
A telegram from Mafeking reports that the Boers on the 27th March fired 250 shells, whereof seventy were from the 100-pounder. The sick and wounded averaged during the siege less than 30 per cent. Captain Browne, of the Cape Police, headed a party on the 24th March, who smartly cut the wire leading to the Boer mine, wherefrom he captured 250 pounds of dynamite.

## DIVIDING THE CAKE.

The author of "La Guerre Anglo-Franco-Russe" in *Le Monde Illustré* gives the following as the distribution of the British (and some other) colonies and dependencies after Great Britain has been crushed by her enemies.

In Europe: Ireland an independent kingdom; Jersey and Guernsey to France; Gibraltar to Spain; Malta to Italy.  
In Asia: Cyprus to Greece; Perim and Aden to France; India an independent empire; Hongkong to France; Labuan to Holland; the Philippines to Japan.  
In Africa: New Guinea (!) to Germany; Egypt an autonomous State; the Egyptian Sudan to Abyssinia; Bathurst, Sierra Leone, the Cape

Coast, and Nigeria to France; Ascension, St. Helena, and Tristan d'Acunha an international penitentiary; Cape Colony, Natal, and Zululand to the Boer Republics; Zambesi to Portugal; Rhodesia and British East Africa to Germany; the Admiralty and Rodriguez Islands and Mauritius to France.

In America: Canada to the United States; Newfoundland, St. Pierre, Miquelon, the Leeward Islands, and Bermuda to France; Jamaica to Cuba; British Guiana to Venezuela; while Australasia is to become a new Confederation. This distribution is quite worthy of the intelligence that puts New Guinea in Africa, and will no doubt be carried out when the physical transfer of New Guinea is accomplished.

## MORE "EMIGRANTS."

The Russian transport *Acheron*, Capt. Smel'sky, arrived at Singapore from Odessa en route for Vladivostok on 24th April. She has 1,858 troops on board, and was expected to sail next day.

## SHIPPING REPORTS.

Capt. G. H. Bowker, of the steamship *Chrysos*, from Shanghai, via Swatow, reports:—Moderate winds and overcast weather.

Captain A. E. Hodgkins, of the steamship *Haimun*, from Tamsui and Swatow, reports:—From Tamsui to Swatow fresh N.E. wind and fine clear weather, from Swatow moderate N. to N.E. winds, continuous rain and dark cloudy weather.

## NOTANDA.

## CALENDAR.

MAY.		
Meteorological means based on ten years' observations to 1893.		
Barometer	29.867	
Thermometer	76.2	
Humidity	84.0	
Rainfall	15.0	
TO-DAY.		
WEATHER REPORT.		
Barometer	29.93	29.93
Temperature	71	72
Humidity	75	82
Rainfall	1.08	
TO-DAY.		
Wednesday, 2nd May, 1900.		
Chinese—4th of 4th moon of 20th year of K'ang-shi.		
Sun—Rises	5 hr. 29 min.	
—Sets	6 hr. 25 min.	
Moon—Max. Dis. N. 5 hr. a.m.		
High water—Morning	10 hr. 19 min.	
Afternoon	4 hr. 0 min.	
Low water—Morning	3 hr. 50 min.	
Afternoon	5 hr. 30 min.	
ANNIVERSARIES.		
1487—Simnel executed at Dublin.		
1863—Battle of Chancellorsville and death of "Stonewall" Jackson.		
1888—Treaty between Portugal and China ratified at Tientsin.		
1896—Armed attack on a shop at Wanchai; a watchman murdered and a <i>lukung</i> wounded.		
1898—Prince Kung died.		
1899—Fire on the <i>Sabine Reckmers</i> at Lai che-ko.		
TO-MORROW.		
Thursday, 3rd May, 1900.		
Chinese—5th of 4th moon of 20th year of K'ang-shi.		
Sun—Rises	5 hr. 28 min.	
—Sets	6 hr. 24 min.	
High water—Morning	10 hr. 10 min.	
Afternoon	3 hr. 50 min.	
Low water—Morning	3 hr. 15 min.	
Afternoon	6 hr. 19 min.	
ANNIVERSARIES.		
1859—France and Sardinia declared war against Austria.		
1864—Battle of the Wilderness.		
1880—H.R.H. Prince Heinrich entertained at the German Club.		
1883—Sir Harry Parkes appointed Minister to China.		
1884—Suspension of the Oriental Bank.		
1886—Opening of the Colonial and Indian Exhibition.		
1897—Several shocks of Earthquake at Hoihow.		
1897—The Greek Government decided to continue the war.		
1898—Marital law proclaimed in Madag.		
1899—H.M.S. <i>Victorious</i> successfully docked at Yokosuka.		
1899—Russia leases for 12 years 3 strips of land on the Korean Coast.		

## AGENDA.

FRIDAY, 4th.		
Noon—Extraordinary General Meeting of the Hongkong and Kowloon Wharf and Godown Co., Ltd.		
P. & O. steamer <i>Malacca</i> leaves for London &c.		
4 p.m.—I. C. S. N. Co.'s steamer <i>Loongsing</i> leaves for Manila.		
4 p.m.—Cargo ex <i>Coronado</i> subject to rent.		
Daylight—N. Y. K. steamer <i>Tanaka Maru</i> leaves for Europe via Straits.		
8 p.m.—Regular Meeting of the "Lion and Rose" Lodge at Club rooms, 20, Queen's Road Central.		
SATURDAY, 5th.		
C. M. S. N. Co.'s steamer <i>Yanizze</i> leaves for Yau-Marselles and London via Manila.		
Noon—Cargo ex <i>Chingwo</i> subject to rent.		
Noon—I. C. S. N. Co.'s steamer <i>Yensang</i> leaves for Manila.		
MONDAY, 7th.		
4 p.m.—N. Y. K. steamer <i>Idzumi Maru</i> leaves for Victoria B.C. etc.		

## SHIPPING AND MAIL NEWS.

MAILS DUE.		
Indian ( <i>Arratoun Apar</i> ) to-morrow.		
American ( <i>China</i> ) 5th inst.		
French ( <i>Salazie</i> ) 6th inst.		
Canadian ( <i>Empress of Japan</i> ) 10th inst.		
American ( <i>Doric</i> ) 15th inst.		
American ( <i>Nippon Maru</i> ) 23rd inst.		

The steamer *Konty Albert*, has arrived at Genoa on Tuesday a.m., the 1st inst.

The Austrian Lloyd's S. N. Co.'s steamer *Gisela*, left Singapore for this port last night.



## Intimations.

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN  
CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on FRIDAY, the 4th day of May, 1900, at 12 o'clock (Noon), when the SUBMITTED RESOLUTIONS which were passed at the EXTRA-ORDINARY GENERAL MEETING of the Company held on the 15th day of April 1899, will be submitted for confirmation as SPECIAL RESOLUTIONS.

- 1.—That the Capital of the Company be increased from \$1,000,000 to \$1,500,000 by the creation of 10,000 New Shares of \$50 each.
- 2.—That such New Shares be issued at a Premium of \$25 per Share and be allotted to the Shareholders of the Company in the proportion of One New Share for every Two Shares now held by them.
- 3.—That the Amount due for the New Shares be called up as follows, viz:—\$50 per Share on the 1st July, 1900, in rank for Six months Dividend out of the Profits of the Year 1899, and the remaining \$25 per Share on the 1st October, 1900.

Dated the 18th day of April 1900.  
By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 13149121, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One Month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,  
General Managers,  
Hongkong, 10th April, 1900. [474b]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrents will be issued on the 1st May.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 20th April, 1900. [513b]

## Auction.

PARTICULARS  
OF  
VALUABLE LEASEHOLD PROPERTY,  
SITuate on  
THE NEW PARVA, DESERVING ROAD,  
and  
GILMAN STREET,  
Being the Reclamation of Marine Lot No. 55,  
at Victoria, Hongkong,  
to be Sold by  
PUBLIC AUCTION,  
in 13 Lots,  
on  
SATURDAY, the 12th May, 1900,  
at 2.30 P.M.,  
at his AUCTION ROOMS, DUNDRELL STREET,  
by  
MR. GEO. P. LAMBERT,  
Auctioneer.

Lot No. 1.—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,225 square feet.  
Annual Crown Rent \$25.

Lot No. 2.—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 containing an area of 1,200 square feet.  
Annual Crown Rent \$25.

Lot No. 3.—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 containing an area of 862 square feet.  
Annual Crown Rent \$15.

Lot No. 4.—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 containing an area of 862 square feet.  
Annual Crown Rent \$15.

Lot No. 5.—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 containing an area of 1,270 square feet.  
Annual Crown Rent \$21.

Lot No. 6.—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 containing an area of 781 square feet.  
Annual Crown Rent \$14.

Lot No. 7.—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 containing an area of 781 square feet.  
Annual Crown Rent \$14.

Lot No. 8.—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 containing an area of 781 square feet.  
Annual Crown Rent \$14.

Lot No. 9.—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 containing an area of 1,270 square feet.  
Annual Crown Rent \$21.

Lot No. 10.—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 containing an area of 862 square feet.  
Annual Crown Rent \$15.

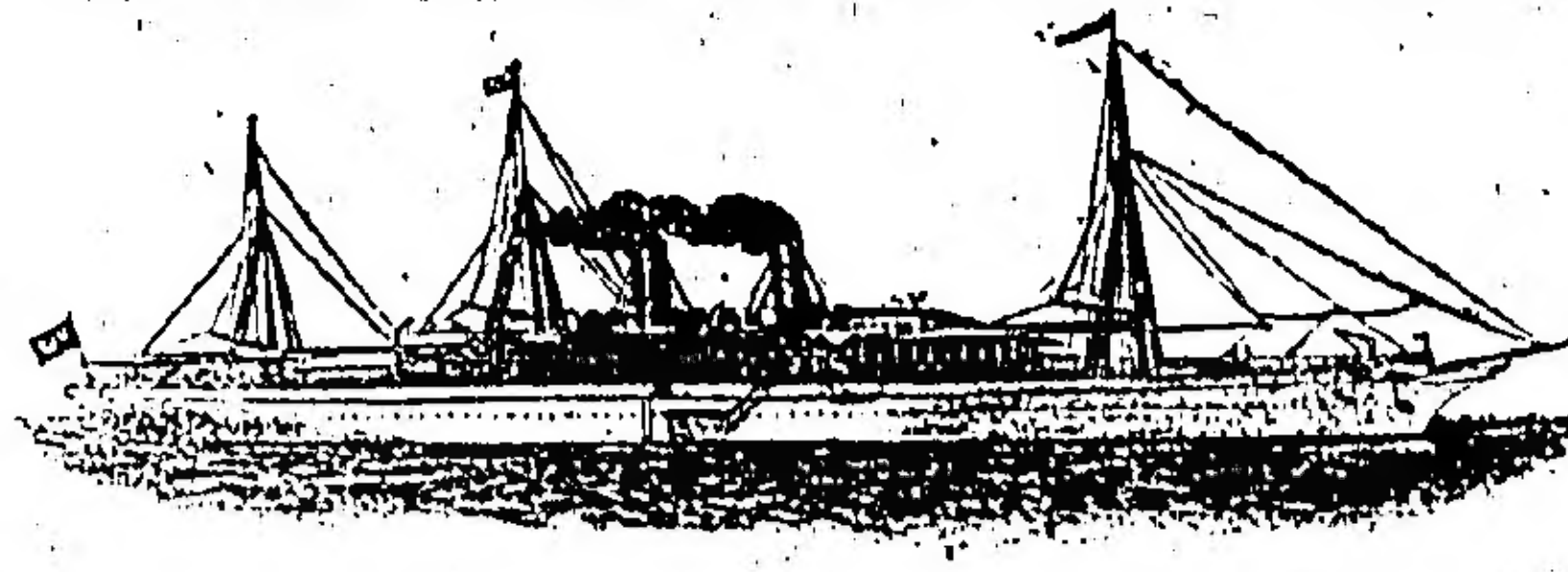
Lot No. 11.—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 containing an area of 862 square feet.  
Annual Crown Rent \$15.

Lot No. 12.—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 containing an area of 1,200 square feet.  
Annual Crown Rent \$25.

Lot No. 13.—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 containing an area of 1,200 square feet.  
Annual Crown Rent \$25.

For Further Particulars, apply to  
C. EWENS,  
Solicitor for the Vendors,  
or to  
GEO. P. LAMBERT,  
Auctioneer,  
Hongkong, 27th April, 1900. [547b]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.  
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.  
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Parker's Street,  
Hongkong, 25th April, 1900. [5]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.  
Queen Adelaide 2,832 | E. McNair | May 10  
Duke of York 3,821 | J. S. Cox | May 15  
Victoria 3,302 | Panton | May 29  
June 2

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.

Monmouthshire 2,874 | W. A. Evans | May 19  
Bismarck 3,601 | W. Watt | June 9  
Monmouthshire 2,874 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Tables. DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
JODWELL & CO., LIMITED,  
General Agents,  
Hongkong, 30th April, 1900. [4]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.  
Strathgyle 5,023 | about | May 20  
Belgian King 3,379 | about | June 5  
Thym 3,812 | about | July 8

THE Steamship

"STRAITHGYLE,"  
will be despatched for SAN DIEGO and  
SAN FRANCISCO, VIA KOBE, YOKO-  
HAMA and HONOLULU, on or about  
SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
Hongkong, 1st May, 1900. [28]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

THE Steamship

"CHUSAN,"  
Captain C. T. Dennis, carrying Her Majesty's  
Mails, will be despatched from this Port for  
BOMBAY, on SATURDAY, the 12th May,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent,  
Hongkong, 28th April, 1900. [5]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

FAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 23rd May, at Noon.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 19th June, at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th July, at Noon.

THE Company's Steamship

"DORIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU,  
on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC Railways; also the  
CANADIAN PACIFIC Railway on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building,  
C. L. GORHAM,  
Acting Agent,  
Hongkong, 1st May, 1900. [7]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wale	MARSEILLES, ST. NAZAIRE, LONDON AND ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID	FRIDAY, 4th May, at Daylight.
HIZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	MONDAY, 7th May, at 4 P.M.
INARA MARU W. Bainbridge	NAGASAKI, KOBE and YOKO- HAMA	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANT- WERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
KASUGA MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st May, 1900. [6]

NORDDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
LINIE.

(Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG Christianse	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	8th May. Freight and Passage.
DAMBERG Jacobs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	24th May. Freight.
*SARNA Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th June. Freight and Passage.
SAMBIA G. Schmidt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th June. Freight.
AMBRIA Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th June. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 8th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 31st May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 26th June, at Noon.

THE Steamship

"HONGKONG MARU,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU,  
on TUESDAY, the 8th May, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC Railways; also the  
CANADIAN PACIFIC Railway on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Freight and  
Freight, apply to the Agency of the Company,  
Queen's Building,  
C. L. GORHAM, Acting Agent,  
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 16th May, at Daylight.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th June, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 5th July, at Noon.

THE U. S. Mail Steamship

"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONO-  
LULU, on WEDNESDAY, the 16th instant, at  
Daylight, taking Passengers and Freight for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC  
RAILWAY on payment of £4 in addition to the  
regular tariff rate.

Passengers holding Orders FOR OVER-  
LAND CITIES in the United States have  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways; and from Chicago  
to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Freight and  
Freight, apply to the Agency of the Company,  
Queen's Building,  
C. L. GORHAM, Acting Agent,  
Hongkong, 1st May, 1900. [7]

## Consignees.

TOYO KISEN KAISHA.  
NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,  
Acting Agent.

Hongkong, 27th April, 1900. [7]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamship

"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. Rome and China.  
From Australia, ex S.S. India.  
From Persian Gulf, ex S.S. Kithia and Simla.  
From Malabar Coast, &c., ex S.S. Nagab and Rajpootana.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 28th April,



## ENGLAND AND FRANCE.

## AN ALARMIST PREDICTION.

M. Lockroy, an ex-French Minister of Marine, in an interview which has appeared in the *Paris*, expressed the opinion that within the next two years war would certainly break out between France and England. It therefore behooved France to place her navy in a condition of preparedness for an encounter with the leading maritime power of the world.

The Naval Committee of the Chamber of Deputies have increased the vote for the expenditure on Naval bases to sixty-one and a quarter million francs, six millions of which is to be expended on improving the defences of Noumea, the capital of New Caledonia.

## THE LEPROUS QUESTION IN NETHERLANDS INDIA.

The Java Government has ordered lists of lepers to be made out in all the towns, villages, and districts of that island. Directions are given to the authorities to compel all lepers to live in isolation. Measures are to be taken to forbid lepers from following any calling or practising anything likely to convey contagion among the public. The head of the Medical Department in Java goes further and advises that lepers should be compelled to live in special asylums established by Government, if they will not conduct themselves so as not to be sources of danger to the public health. The Government shrink from such an extreme measure, and decided not to take it unless the disease becomes more virulent.

## MR. KIPLING AND THE HAMS.

On the voyage of the *Kipling* to the Cape, some questions were set for ladies. One was, "How many hams have twenty pigs?" The answer was given as 80. The judges accepted this reply as correct, consequently there was much controversy. It was even suggested that the butcher should be called! But the judges' decision was final. Rudyard Kipling wrote the following verses to pacify the disconsolate ladies:

All things were made in seven days  
By God the great Designer;  
He gave each pig two hams apiece,  
Save on a Castle Limer.  
Save at Kipling's Castle sports,  
As judged by Meritless,  
And then the little squeakers had  
As many as you please!

## BUYING AN ISLAND.

The purchase of the lands and franchises from native owners of one of the Philippine Islands has been made, it is said, by Prince Poniatowski, a Russian nobleman and the President of the Standard Electric Company of San Francisco. The island is Basilan, southwest of the island of Mindanao. The price was \$500,000 in gold. The island is over twenty miles long and one of the most productive of the group. Pearl fishing is the principal industry. The Prince first learned that the island could be purchased from the native landholders from one of the returned Philippine Commissioners. It is said that he has secured important franchises in other islands for pearl fishing and other industries.

## "A DANGER TOO HORRIBLE TO CONTEMPLATE."

In the course of a very interesting letter to the *London Morning Post* of 7th March, Admiral F. H. C. Close calls attention to what he styles "a danger too horrible to contemplate," and as it is a matter that may well receive consideration at the hands of the local branch of the Navy League we give the Admiral's letter in extenso:

"Sir,—The Military Volunteers have saved our defensive situation at home. What assurance have we that the want of naval volunteers will not imperil our naval defense in some future war? The Royal Naval Reserve cannot be compared as a reliable force with that of the military reserve, as stated in the House for the former an uncertain quantity, here today and off to-morrow in some merchant ship or fishing boat, whereas the military reservists have a fixed residence in the United Kingdom. For this and other reasons naval volunteers as a reserve are more reliable and as mechanics more intelligent for service in our very mechanical battleships than the merchantman or fisherman whose brain power has never been exercised. Mr. Goschen as an experienced business man first established the Royal Naval Volunteers. They were disbanded by the verdict of a so-called departmental committee, packed with merchants captain (officers of the Royal Naval Reserve), as no committee of experienced naval officers would have given a verdict against naval volunteers, all agreeing that they could be made good use of in time of war, in the coast-guard, or as a last reserve, and so set free the regular forces of the Navy for service afloat. From the last naval report in Parliament it is very evident that the new rule, making the Royal Naval Reserve serve six months afloat on board her Majesty's ships, has blocked their recruiting, showing that these men, will take our money and go through a short drill in a battery, but real service afloat is not acceptable, even when gilded with a position. The disappearance of the Royal Naval Reserve men at the last Russian scare should surely be a warning not to put too many eggs in one basket. Is our existence as a nation to depend on a force that has been tried and failed? Is it not safer to have a second string to our bow? Therefore, I say, make more certain of being able to man our ships by re-establishing the naval volunteers, having regard to the First Sea Lord's words to me on the disbanded of the force. If all the Volunteer Naval Brigades throughout the country had been like the Bristol Brigade, which was always commanded by naval officers, they would not have been disbanded. Our existence as a nation depends on the Navy, and that existence we are placing in the hands of an uncertain force, called the Royal Naval Reserve, without whose assistance we cannot now man our ships. The danger is too horrible to contemplate. Military mistakes can be mended in time of war—naval never.

Yours, &c.,  
F. A. CLOSE, Admiral.

Bristol, March 6th.

## RUSSIAN MACHINATIONS.

According to a telegram that has reached the *Cologne Gazette* from Constantinople, official circles in the Turkish capital are greatly disquieted by the rumors that Russia is inciting Bulgaria against Turkey. Officials in high positions give full credence to the story, and they assert that they are convinced that the Port of Burgas will shortly be ceded to Russia. The cession of this important port would leave the road open to Constantinople, which would be at the mercy of the first coup de main that might be attempted.

Europeans at Constantinople, with a knowledge of the whole situation, state that the general demeanor and conduct of Russian officials lead them to conclude that there is something of more than ordinary importance in progress.

## NAVAL APPOINTMENTS.

The following appointments have been made at the Admiralty:—Staff Engineer—A. W. Turner, to the *Argonaut*, to date April 19; Staff Surgeon—V. G. Thorpe, to the *Argonaut*, to date April 19; Surgeon—S. H. Woods, M.B., to the *Argonaut*, to date April 19; Naval Instructor—O. T. Luck, to the *Goliath*, to date March 27; Captains—G. H. Cherry, to the *Pembroke*, additional, to date March 26, and to the *Argonaut*, to date April 19; Lieutenants—T. Brandreth, to the *Pembroke*, to date April 19, and to the *Argonaut*, to date April 19; E. L. C. Muntz, as 1st, F. C. Brown (G), W. J. B. Law (T), F. Payne-Gallwey, R. S. J. Wigram, and H. B. Mulleneux to the *Argonaut*, to date April 19; Sub-Lieutenants—A. V. Rose, to the *Argonaut*, undated; F. C. Harvey, to the *Duke of Wellington* for the *Violet*, to date March 23, and to the *Argonaut*, on commissioning, to date April 19; Midshipmen—C. M. Lucas, J. O. Elliot, K. Stobart, F. B. Cope, C. C. Bell, M. B. Bicker, W. J. S. Green, and H. G. O'Brien, to the *Argonaut*, to date April 19. Staff Paymaster—A. E. Cubitt, to the *Centurion* to date March 28.

## MINING IN NEGRI SEMBILAN.

A letter from Tampin in the *Malay Mail* of the 20th instant, notes rumors that work will soon be resumed at the Batu Bersawah mines, and that the last manager is expected back from Melbourne shortly. The survey of the syndicate's land is being carried out, as fast as it can be done by the Government surveyor at Kuala Pilah. He mentions that another syndicate has been floated in Singapore to prospect for gold, tin, etc., in the Gominch district, where a large concession has been granted to it. The survey of this land is also being pushed on, and a mining expert is expected soon to begin work.

## PLAGUE RIOT AT CANNPORE.

CALCUTTA, 12th April. The dissatisfaction of the populace with the plague measures at Cawnpore found vent in serious rioting last evening. Thousands of work-people attacked the Plague Segregation Camp and destroyed it. The Police were powerless, and the troops were called out and in the disturbance ten deaths occurred. The Light Horse and Volunteer Rifle patrols guard the mills and factories. Business in the city is suspended. The Lieutenant-Governor will visit Cawnpore to investigate the plague measures, and will arrive this evening.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F.	Marshall, F. R.
Alao	Matsuura, J.
Abdullohoosen	Mathew, C. P.
Ali	Margottin, G.
Allen	Meissel
Ancolis, D.	Marty, L.
Austin, Lieut.-Col.	Martin, R. R.
G. B.	Maung, Sein
Adams, Miss C. A.	Millkoff, J.
Among, E. N.	Moller, C. H.
Altenburg, L.	Morland, C. H.
Abraham, H.	Morland, C. H.
Agon, D. J.	Morland, T. D.
A. B. C.	Martin, E.
Buckley, P.	Misum, S.
Brown, Brothers N. P.	Marti, M.
Blake, D. H.	Millet, F. D.
Blalroza	Morris, J. F.
Breed, Dr. R. M.	Moonisse, E.
Bee, H.	Manna Singh
Buggard, G.	Madan, F. S.
Bowal, M.	Mordimer, R.
Blum, Mrs. H.	Muller, H.
Brewer, Mrs. M.	Matsuura, J.
Bracke, G.	Morland, D. C.
Burder, R. A.	Meyer, H. B.
Bruce, R.	Mehta, B. H.
Banister, D. R.	Mostyn
Budgen, J. W.	Mansfield
Baeson, B. D.	Marten & Co.
Baker, W.	McRoe, J.
Basto, C.	McFellau
Barrett, J.	Montiel, M.
Boyle, Mrs. L.	McCall, J. T.
Baker, Colley H.	McKerrow
Blake, R. E.	Martens, P.
Blancholson, W.	Mathews, Miss
Bland, H. F. B.	Mullone, Mons.
Bochum, G.	Meadows, W.
Brierly, J.	Munro, Miss A.
Beelce	Mackinlay, E.
Barkle, T. M.	Mackay, D. G.
Chung-Lo, W. P.	Miller, G.
Cater	Moore, C.
Calder, W.	Morgan, J.
Charles, Mrs. J.	Mollone, A.
Cassidy, M. J.	Mulkern, R. J.
Cambell, W. E.	Martin, Mrs.
Ching Bit Sang	Marikos, S. S.
Chinoy, D. N.	Miller, Mrs. T.
Clark, A. F.	Nagazawa, I.
Cuswick, D. J.	Nagan, E. J.
Cannings Miss M.	Nasumoff
Citto, Mrs. O.	Ogden, A. C.
Cagence, L.	Oserio, S. D. A.
Colbert, A.	Owen, Rev. W. C.
Conner, L.	Okane, Miss M.
Champion, J. F.	Onslow, Miss M.
Ceresole, L.	Ovelido, J.
Charles, Jos.	O'Malley, Hon. E. L.
Chapman, T.	Peoples, Rev. S. C.
Chapman, T.	Pfeifer, B.
Cooper, H. N.	Palmer F.
Crooks, La Mar.	Prosorutor, C. F.
Crawford, J.	Packwood, A. T.
Cohen, C. N.	Pow Kee & Co.
Chotermol, K. A. J.	Pybrun, N.
Cemming, Miss H.	Peas, Lieut. C.
Chong, J. A.	Peter, D. J.
Cas, D. J.	Pigot, Mrs. B.
Champion, Miss M.	Pereira, M. L. R.
Delina, Miss L.	Pillery, V. A. M.
Douglas, R. H.	Pigot, M. S.
Darrell, G. B.	Pigum, Rev.
Direl, B.	Rosa, S. B.
Daogee, N. J.	Remedios, L. E.
Dowie, Mrs. D.	Russell, C. L. P.
Davis, J.	Rudermann, T.
Dunan, W.	Robertson, A.
Denny, G. R.	Robinson, Mrs.
Droghda	Robbins, E.
Dumour	Rivers, Mrs. W.
Dobberke, H.	Robertson, Mrs.
Drummond	Rafael Allen L.
E. M. S. S. Co.	Richardson, F. W.
Echaporis, R. S.	Rosa, Mrs.
Ehody, J. E.	Reutens, J.
Ellias, D. H.	Renaud, A.
Emile, P.	Rumsey, J. M.
Evans, F. H.	Rehmooahay
Eckelhardt	Rotchel, N.
Eastwood, O. E.	Ringhouse, T.
Effner, E.	Randall, B. C.
Figmeid, H.	Rosario, P. G. A.
Forney, Miss A.	Riley, C. C.
Findley, Rev. W. H.	Riley, C. C.
Fistord, E.	Scott, R. A.
Fischer, M.	Smith, E. H.
Forster	Swift, J. P.
Farmer, L. B.	Saldanha, D.
Futakias, R.	Scipione, J.
Fraser, G. E.	Sisk, T. H.
Francis, Bateho.	Stone, Miss F. G.
Fraser, J.	Stobp, A.
Feldman, Miss R.	Switzer, Mrs. J. S.

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Forster, Mrs. L.	Scourtin, T.	Linderhob, Albart	William & Co., Peru
Fise, D.	Setzke, D.	Lloyd, Miss	Wilson, L. de Castry
George, Miss A.	Scott, Hon. H.	Ludbury, Mrs. M. F.	Yedancee Singh.
George, H. A. P.	Smith, B. H.	Manning, Robt.	
G. Ite, F. B.	Sprague, W. N.		
Glover, L. H.	Shaw, N. A.		
Gritto, B.	Schamber, P.		
Guillanne, Rev. C.	Schneider, G.		
Gambell, E. R.	Sargood, W. E.		
Greves, J. C.	Sullivan, P.		
Gander, G.	Seaford, Miss		
Garza	Seander, Mrs. K.		
Gibson, W. S.	Salenga, F.		
Groundwater	Singman		
George, G. F. S.	Senco, Dr. A.		
Grimes, J. B.	Sang Fi Foo		
Guillanmat, Capt.	Stannard, P. D.		
Gonsales, S. J.	Stewart, E.		
Gracey, S. L.	Stewart, E.		
Grant, J.	Stewart, E.		
Gillard, H.	Stewart, E.		
Gorham, Miss A.	Stewart, E.		
Galgals, T.	Stewart, E.		
Hamilton, Miss E.	Stewart, E.		
Hendee, L.	Stewart, E.		
Humphry, R. A.	Stewart, E.		
Humphry, J. L.	Stewart, E.		
Halsey	Stewart, E.		
Hachstads	Stewart, E.		
Hall, J. R.	Stewart, E.		
Hausler	Stewart, E.		
Holton, Mrs.	Stewart, E.		
Hunt, G.	Stewart, E.		
Hopkins, Miss L.	Stewart, E.		
Houston, H. H.	Stewart, E.		
Haller, J. T. W.	Stewart, E.		
Hall, P.	Stewart, E.		
Hollerton, G. C.	Stewart, E.		
Holden, Miss S.	Stewart, E.		
Hanbury, N.	Stewart, E.		
Howard, Miss M.	Stewart, E.		
Lushier, S.	Stewart, E.		
Holow, Miss	Stewart, E.		
Horanjia	Stewart, E.		
Hermanus	Stewart, E.		
Harrington, S. E.	Stewart, E.		
Holden, S. B.	Stewart, E.		
Howard	Stewart, E.		
Hills, Captain F.	Stewart, E.		
Halwitz, Mrs. J.	Stewart, E.		
Hitagskan	Stewart, E.		
Hamilton, M.	Stewart, E.		
Heise, P.	Stewart, E.		
Hansen, W. E.	Stewart, E.		
Jackson, M. A.	Stewart, E.		
Japan Importing and	Stewart, E.		
Exporting Co.	Stewart, E.		
Jay, Am San	Stewart, E.		
Johnson, W. E.	Stewart, E.		
Jocelyn, Mrs. F.	Stewart, E.		
King, K.	Stewart, E.		
Kelle, Lieut. J. A.	Stewart, E.		
Knox, J. W.	Stewart, E.		
Karnjia, B. P.	Stewart, E.		
Kyriacow, H.	Stewart, E.		
Kyak Chit	Stewart, E.		
Kapell, A.	Stewart, E.		
Klathe, W.	Stewart, E.		
Kynoch, G. W.	Stewart, E.		
King, G. C.	Stewart, E.		
Leggatt, R. K.	Stewart, E.		
Lothian	Stewart, E.		
Lewis, C. M.	Stewart, E.		
Linswore, E.	Stewart, E.		
Lange, W.	Stewart, E.		
Legner, H. T.	Stewart, E.		
Leslie, Mr. C.	Stewart, E.		
Laird, P.	Stewart, E.		
Liberger, M. C.	Stewart, E.		
Leggatt, R. K.	Stewart, E.		
Liddell, P. McC.	Stewart, E.		
Lord Miss H. P.	Stewart, E.		
Laudinber, J. A.	Stewart, E.		
Luckan, B.	Stewart, E.		
Lomox, R. W.	Stewart, E.		
Loblain	Stewart, E.		
Latta, R. L.	Stewart, E.		
Lum Cheung	Stewart, E.		
Lopez, Mr. C.	Stewart, E.		
Liddell, Mrs. P.	Stewart, E.		
Lushier, S.	Stewart, E.		
Luthens, Roosing & Co.	Stewart, E.		
Lemgoy W. E.	Stewart, E.		
Lita, Miss M.	Stewart, E.		
Lind, H. G.	Stewart, E.		

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Armstrong, A.	Miller, Mr. S.
Abdul Karim	Meyer, H. S.
Allah Deen	Mastowski, W. von.
Allah Dillah	Mannin Asaf Khan
Banaka Singh	Miyamoto, Y.
Banshi Singh	Mokha Singh.
Blake, J.	Mokha Singh.
Boota Singh	Mokha Safoe
Buta, (Sepoy)	Amen
Blake, E.	McKerrow, H. B.
Bagat Singh	Montague, Mrs.
Baggo	Martin, R. R.
Baker, W.	Nazim Khan
Bisnee, S. R.	Nardin, E. W.
Benning, Geo.	Onslow
Braeter	O'Take, Miss
Casseres, Dr. F.	Portilla, M. de la
Cuandich, P.	Portiga, Manuel
Colins, J.	Platt, Lieut. R.
Cheong, James	Patell, W. S.
Chanda Singh	Rankin, A. W.
Ceresole, L.	Rauchverger, Miss F.
Cross, R.	Reilly, S. G.
Dennis, A.	Raulsen, Theo.
David, S. S.	Raymond
Drummond, E.	Ratta Singh (2)
Duggan, C. W.	Rotchel, Mrs.
Dabir Bux	Reyes, Mariano
Ekman, Miss Ida	Ralla Hakin
Elias, A. (3)	Ratnavej, P.
Elm Deen	Rahmet, S. S.
Evans, F. P. (5)	Roth, Mrs. Rachel
Eldelstein, A.	Rusmat Ali.
Fukuda, S. (2)	Rodgers, L.
Faizal Deen	Ribeiro, F. J.
Fowler, A. G.	Robins, Edwin
Fireman, A.	Sonda, Mrs. J. (2)
Guion, Mons.	Steward, C. V. S.
Gromed Singh.	Syett, Mr.
Grand Hotel	Silva, L. J. da
Gordon, C. B. (2)	Shienberg, S.
Galam Mhd.	Schusterman, V.
Guljar Singh	Silverster, P.
Grubberg, Y.	Schaminsky, S. (2)
Guibert, Ed.	Schwanteskupert,
Griffith, Mr. L.	S. C.
Harman Singh (2)	Steward, A. S.
Harboe, H.	Stallens, L.
Hay, W.	Smirkoff, A.
Hejee Mohamed Joen-	Sharbat Khan
shen Hajee	Smith, Gordon
Hille, E. A.	Sham Singh
Ialsh, D. A.	Sauvan, F.
Iear, Singh	S. A. P.
Iawer, Singh	Salas, J. M. R.
Jackson, T. P.	Smith, A. M.
Japanese Address	Simmons, O. H.
Johnston, W. J.	Sullivan, M. H.
Jap. address, c/o 20,	Salas, Romero
Graham St. (2)	Schomauer, H. M.
Jex, Mrs.	Tobvin, J.
Joseph, Leon	Takkin, Mons.
Jones, E. E.	Tonance, John
Koninsky, T.	Tonance, Jack
Koppa, A.	Tomina, G.
Louis, C. A.	Tomina, G.
Lector, H.	Uclinar, C.
Lillie, Mrs. J. J.	Uclinar, Gustav
Lutz, E. (2)	Vaughn, Miss Nellie
Liblain, Mons. (2)	Wong Kism
Lall Singh	Woodberry, John
Lah Singh	Warman Singh
Lomax, R. W.	Wells, H. R.

## List of Registered Covers for Merchant Ships.

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S.S. <i>Eolus</i> .....Capt. Kirkwood. (2)	S.S. <i>Alcious</i> .....Hamilton Northcote.
S.S. <i>Alcious</i> .....Capt. Kirkwood. (2)	S.S. <i>Dalny</i> .....Capt. Erickson.
S.S. <i>Clyde</i> .....Hamilton Northcote.	S.S. <i>Dioned</i> .....J. Fleming (Baker). (2.)
S.S. <i>Dalny</i> .....Capt. Erickson.	S.S. <i>Empress of India</i> Rev



## Intimations.

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Abraham, Mr. Katsch, Mr. E. A.  
Ackland, Mr. W. F. Kunghorn, Mr.  
Allen, Mrs. J. H. Lach, Mr. G. M., and  
Angus, Mrs. John Lach, Mr. G. M., and  
Bailey, Mrs. W. S. Lach, Mr. G. M., and  
Batten, Dr. and Mrs. Lach, Mr. G. M., and  
Beal, Mr. T. R. Lach, Mr. G. M., and  
Bell, Miss Lach, Mr. G. M., and  
Bell, Mrs. Lach, Mr. G. M., and  
Blackburn, Com. R. N. Lach, Mr. G. M., and  
Blondel, Mr. A. Lach, Mr. G. M., and  
Bollhurst, Mr. H. Lach, Mr. G. M., and  
Bowles, Mr. R. B. Lach, Mr. G. M., and  
Brame, Mr. R. B. Lach, Mr. G. M., and  
Briggs, Mr. J. Lach, Mr. G. M., and  
Brooke, Miss Ten Lach, Mr. G. M., and  
Brown, Mr. J. W. Lach, Mr. G. M., and  
Brown, Mr. J. G. Lach, Mr. G. M., and  
Brown, Mr. J. G. Lach, Mr. G. M., and  
Burger, Mr. S. H. Lach, Mr. G. M., and  
Calder, Mr. J. Lach, Mr. G. M., and  
Carter, Mr. A. Cecil Lach, Mr. G. M., and  
Carter, Mr. H. B. Lach, Mr. G. M., and  
Clark, Dr. and Mrs. F. Lach, Mr. G. M., and  
Cockburn, Mr. T. S. Lach, Mr. G. M., and  
Collins, Mr. A. Lach, Mr. G. M., and  
Delroy, Miss Lach, Mr. G. M., and  
Denroche, Mr. P. C. Lach, Mr. G. M., and  
Doehner, Mr. and Mrs. Lach, Mr. G. M., and  
Drum, Miss Lach, Mr. G. M., and  
Duncan, Mr. Lach, Mr. G. M., and  
Ellis, Mr. Alf. H. Lach, Mr. G. M., and  
Enderby, Mr. K. Lach, Mr. G. M., and  
Finlay, Mr. A. J. Lach, Mr. G. M., and  
Galloway, Mr. J. B. Lach, Mr. G. M., and  
Gillott, Mr. A. J. Lach, Mr. G. M., and  
Goddard, Capt. Lach, Mr. G. M., and  
Grant, Mr. Macpherson Lach, Mr. G. M., and  
Guillermio, Mr. des Lach, Mr. G. M., and  
Gyneay, Mr. S. W. G. Lach, Mr. G. M., and  
Hampton, Mr. O. D. Lach, Mr. G. M., and  
Hampton, Mr. R. H. Lach, Mr. G. M., and  
Hansbury, Mr. N. Lach, Mr. G. M., and  
Holden, Mrs. Lach, Mr. G. M., and  
Hoppin, Mr. and Mrs. Lach, Mr. G. M., and  
Howard, Mr. Thos. Lach, Mr. G. M., and  
Hudson, Mr. E., and Lach, Mr. G. M., and  
Humphreys, Mr. Wm. Lach, Mr. G. M., and  
James, Mr. B. Lach, Mr. G. M., and  
Jeffrey, Major & Mrs. Lach, Mr. G. M., and  
Joseph, Mr. and Mrs. Lach, Mr. G. M., and  
E. S.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew Lee, Mr. J. E.  
Brayne, Mr. H. P. R. Lee, Mr. J. E.  
Brown, Colopel Martin, Mr. R.  
Carle, Mr. Arthur R. Mackie, Mr. C. Gordon  
Chandler, Mr. and Mrs. Mitchell, Mr. R.  
Dann, Mr. G. H. Morris, Major & Mrs.  
Drion, Mr. Newall, Mr. Stuart G.  
Eckel, Mr. J. S. Oakley, Mr. H. E.  
Forbes, Mr. A. R. O'Connell, Madame  
Fraser, Lt. Col. A. R. O'Connell, Madame  
Gompertz, Mr. H. H. Pryne, Capt. H. V.  
Gibson, Colonel K. H. Pryne, Capt. H. V.  
Graham, Mr. D. M. Rickman, Mr. Paul  
Griffin, Major W. W. Rickman, Mr. Paul  
R. A. Rickman, Mr. Paul  
Gros, Mr. Edward F. Sinclair, Mr. A.  
Hays, Mr. R. Stokes, Mr. A. P.  
Hindker, Mr. Chantrey Thomson, Mr. O. D.  
Jeffries, Mr. H. U. Tomlin, Mr. G. L.  
John, Major G. R. Watson, Mr. and Mrs.  
Johnson, Mr. R. F. Wheeler, Mr. G. H.  
Layton, Mr. B.

## CRAGIEBURN.

Basset, Mrs. Thos. Johnston Mr. R. F.  
Fitzon, Mr. W. A. Newton, Mr. R. W.  
Fitzon, Mrs. A. Rhodes, Mr. E.  
Flynn, A. N. Rev. F. Volpelli, Madame  
Johnson, Rev. F. V.

## The Share Market.

## LATEST QUOTATIONS.

(May 2nd.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	307 1/2 premium
The Bank of China (Ordinary)	£ 5	Nominal
The Bank of China (Preferred)	£ 5	£1 buyers
The Bank of Japan (Ordinary)	£ 4	£1 buyers
The Bank of Japan (Preferred)	£ 4	£1 buyers
National Bank of China, Ltd.	£ 8	£8 1/2
Do. Founders	£ 1	£20
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 165 ex div.
Yangtze Ins. Assoc. Ltd.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$134
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$80
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$302
Indo-China Steam Navigation Co., Ltd.	£ 10	\$92
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$50
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
Star Ferry Co., Ltd.	£ 5	£1
"Shell" Transport & Trading Co., Ltd.	£ 100	£260
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	\$129
Luzon Sugar Refining Co., Ltd.	\$ 100	\$40
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 7	\$64
Perfom Mining Preference Shares	\$ 1	\$140
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.25
Jelatu Mining and Trading Co., Ltd.	\$ 5	\$12.60
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$56
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$5.75
Oliver's Freehold Mines, Ltd. B.	\$ 41	\$4.25
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	495 1/2 prem.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$56 1/2 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$52 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$20 1/2
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$125
Kowloon Land and Building Co., Ltd.	\$ 50	\$26
West Point Building Co., Ltd.	\$ 50	\$47
Hongkong Hotel Co., Ltd.	\$ 50	\$117
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$10.75
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 100	\$38
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 70
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$21
China-Borneo Co., Ltd.	\$ 15	\$19
A. S. Watson & Co., Limited	\$ 10	\$164 buyers
Watkins, Limited	\$ 10	\$10.70
Hongkong Electric Co., Limited	\$ 10	\$111
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$164
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High Level Tramways Co., Ltd.	\$ 100	\$165
Dairy Farm Co., Ltd.	\$ 4	\$4
Hongkong and China Bakers' Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Estero Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$71
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

## BENJAMIN, KELLY &amp; POTTS.

Share Brokers.  
Telegraph Address—"Rialto,"  
Telephone No. 148.

## EXCHANGE.

Hongkong, May 2nd.	
ON LONDON, Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 7/16
Credits, 4 months' sight	1/11 1/2
D'vments, 4 months' sight	1/11 1/2
ON BERLIN, (demand)	M. 200
ON PARIS, Bank Bills, on demand	2/46
Credits, 4 months' sight	2/50
ON NEW YORK, Bank Bills, on demand	48 1/2
Credits, 30 days' sight	48 1/2
ON HOMBAY, Telegraphic Transfer	164 1/2
On demand	164 1/2
ON SHANGHAI, Telegraphic Transfer	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA, T.T.	38 per cent. prem.
Sovereigns, Bank's Buying Rate	\$10.16
Gold Leaf 100 touch, per tael	\$3.15
Bar Silver	\$2.78
Dollars	2 1/2 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, May 2nd.	
New Patna	900 per chest.
Old Patna	947 1/2
New Benares	887 1/2
Old Benares	960
New Malwa	900 per picul.
Old Malwa	950
Persian, paper tied	870/880

## VESSELS IN PORT.

<b>Steamers.</b>	
AIRLIE, British steamer, 2,500, St. John George, 28th April—Sydney 5th April, Brisbane 7th, Keppel Bay 9th, Townsville 11th, Cooktown 12th, Thursday Island 14th, Port Darwin 17th, and Manila 25th, General—Gibb, Livingston & Co.	
BENLARI, British steamer, 1,454, Krotte, 1st May—Singapore 24th April, General—Gibb, Livingston & Co.	
BENLEPI, British steamer, 1,480, R. Farquhar, 25th April—Moji 20th April, Coal—Gibb, Livingston & Co.	
DEVAYOISE, British steamer, 1,057, R. Curtis, 17th April—Saigon 13th April, General—Yuen Fat Hong.	
EASTERN, British steamer, 3,600, Winthrop, 30th April—Kobe 24th April, and Moji 25th, General—Gibb, Livingston & Co.	
ELSE, German steamer, 903, T. Petersen, 1st May—Canton 1st May, General—Jebson & Co.	
HAITAN, British steamer, 1,183, J. S. Roush, 1st May—Swatow 27th April, Amoy 28th, and Swatow 30th, General—Douglas, Laphraik & Co.	
HATING, French steamer, 705, Bat, 30th April—Haiphong and Hoibow 29th April, General—A. R. Marly.	
HERMES, Norwegian steamer, 849, J. C. Jensen, 30th April—Hongay 28th April, Coal—Jardine, Matheson & Co.	
HINSANG, British steamer, 1,516, Spencer, 30th April—Moji 24th April, Coal—Jardine, Matheson & Co.	
<b>HONGKONG MARU, Japanese steamer, 3,340, W. E. Filmer, 27th April—San Francisco 31st May, via Honolulu 7th April, Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and General—C. L. Gorham.</b>	
<b>INDEPENDENT, German steamer, 871, A. Hultz, 12th April—Sanarang 3rd April, General—Sander, Vieler &amp; Co.</b>	
<b>IXION, British steamer, 2,275, R. T. Thompson, 29th April—Moji 25th April, Coal—Butterfield &amp; Swire.</b>	
<b>KWANG PING, Chinese steamer, 1,242, C. P. Clement, 2nd May—Canton 2nd May, General—C. E. M. Co.</b>	
<b>LOONGSANG, British steamer, 1,097, G. S. Weigall, 22nd April—Hollo 25th April, General—Jardine, Matheson &amp; Co.</b>	
<b>MACDUFF, British steamer, 1,882, R. Glegg, 30th April—Saigon 25th April, Rice—Dodwell &amp; Co., Ltd.</b>	
<b>MALACCA, British steamer, 2,615, E. G. Andrews, 2nd May—Yokohama 19th April, General—P. &amp; O. S. N. Co.</b>	
<b>MIKE MARU, Japanese steamer, 3,080, S. Kawamori, 20th April—Bombay 3rd April, and Singapore 14th, General—Nippon Yusen Kaisha.</b>	
<b>NORMANNIA, Danish steamer, 1,417, A. Rasmussen, 30th April—Moji 24th April, Coal—Order.</b>	
<b>PETRARCH, German steamer, 1,257, H. Uecker, 1st May—Sourabaya 20th April, Sugar—Sander, Vieler &amp; Co.</b>	
<b>PROGRESS, German steamer, 687, P. Brandt, 7th April—Touzon 5th April, Rice and General—Siemens &amp; Co.</b>	
<b>QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 1st May—Saigon 26th April, Rice—Dodwell &amp; Co., Ltd.</b>	
<b>RICKMER RICKMERS, German steamer, 1,828, Azaates, 27th April—Cardiff 23rd April, Coal—Arnhold, Karberg &amp; Co.</b>	
<b>SALT IRENE, British steamer, 2,474, W. Attree, 22nd April—Portland, Or. via Ports 12th March, General—Dodwell &amp; Co., Ltd.</b>	
<b>SAMBA, German steamer, 3,623, G. Schmidt, 1st May—Hainburg 14th March, and Singapore 24th April, General—Siemens &amp; Co.</b>	
<b>SIAM, British steamer, 992, H. N. Holton, 20th April—Bangkok via Kohsi-chang 21st April, Rice and Timber—Bradley &amp; Co.</b>	
<b>TAIWAN MARU, Japanese steamer, 1,183, I. Mikuni, 18th April—Japan 2nd April, Coal—Mitsui Bussan Kaisha.</b>	
<b>TAIWAN, British steamer, 1,459, R. Nelson, 26th Mar.—Melbourne 15th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield &amp; Swire.</b>	
<b>VICTORIA, Swedish steamer, 1,181, J. A. Heilberg, 1st May—Chicofo 25th April, Cakes—Order.</b>	
<b>YUENSANG, British steamer, 1,128, P. Rolfe, R.N.R., 1st May—Manila 28th April, Hemp and Sugar—Jardine, Matheson &amp; Co.</b>	
<b>Sailing Vessels.</b>	
<b>ESMERALDA, British schooner, 130, J. T. Harrison, 14th April—Guam 26th March, General—Jardine, Matheson &amp; Co.</b>	
<b>FRANZ, Danish bark, 358, Petersen, 23rd April, Feb. 4, O. E. A. Trading &amp; Co.</b>	
<b>FRANZ SCHWALBE, Danish bark, 537, Poulsen, 12th April—Bart 5th Oct., Kuli—Order.</b>	
<b>GEO. T. HAY, British ship, 1,647, Spicer, 30th Mar.—Manila, (P. L.) Mar., Ballast—Siemens &amp; Co.</b>	
<b>MCLAURIN, American ship, 1,313, F. Loahes, 15th April—New York 5th November, Petroleum—Standard Oil Co.</b>	
<b>MOBILE BAY, British bark, 1,177, James A. Boyd, 18th Mar.—Hercy 6th Mar., Coal—Jardine, Matheson &amp; Co.</b>	
<b>NORMA, British 4-masted bark, 1,999, D. McDonnell, 21st April—Cardiff via Anjer 4th October, Coal—Order.</b>	
<b>SANTA CRUZ, American schooner, 150, O. Keele, 14th April—Yap 25th Mar., General—Master.</b>	
<b>Wm. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept., Kerosine Oil—Standard Oil Co.</b>	

## HER BRITANNIC MAJESTY'S SHIPS.

## ON THE CHINA STATION.

Hongkong, May 2nd, 1900.	
Atacilly, despatch-vessel, 1,700 tons, 10 6-p. g. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Wei-hai-wei.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.	
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 11,163 i.h.p., Captain G. J. S. Warden, Wei-hai-wei.	
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.	
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchies Wrey, Bart, Hongkong.	
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. Manning-Ingram, Hongkong.	
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	
Hamion, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.	
Hammer, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.	
Linnit, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.	
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.	
Peace, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Cooke, Shanghai.	
Phaetis, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.	
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Philippines.	
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.	
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M., Hongkong.	
Redpoll, British gunboat, 805 tons, Lieut.-Com. C. F. Corbett, Shanghai.	
Robin, British river-gunboat, 2 guns, Lieut.-Com. G. Webster, on the West River.	
Sandpiper, British river-gunboat, 2 guns, Lieut.-Comdr. Carr, on the West River.	
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.	
Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.	
Tweed, coast defence gunboat, 363 tons, 3 guns, 100 i.h.p., Lieut.-Comdr. C. D. Koper, on the West River.	
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.	
Waterwitch, auxiliary vessel, 620 tons, Lieut.-Comdr. W. O. Lyne, Hongkong.	
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.	
Woodcock, British gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, on the Yangtze.	
Woodcock, British gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.	
<b>Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.</b>	

## Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Belbeder, Manila.  
Valmyrien, Danish cruiser, 3,000 tons, Prince Valdemar, en route Batavia.  
Zaire, Portuguese gunboat, 528 tons, Captain Mello, Hongkong.  
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montanar, Swatow.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

<b>The Russian Squadron.</b>	
Admiral Korniloff, Russian armoured cruiser, 2,500 tons, twin screw, 26 guns, 9,500 h.p., Captain Jukovlev, at Nagasaki.	
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.	
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.	
Dimitri Donskoy, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.	
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.	
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Nagasaki.	
Korsety, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.	
Mandjuria, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	